

DATE 09 MAR 66 1907Z

S E C R E T

3	DBA	55
2	DDPA	100
3	GEAR	11
4	DPA	12
5	BILL	13
6	DISOT	14
7	"	15
8	DIR CIA	16

SS

MD

CC

PB

TO : DIRECTOR

25X1A FROM :

ACTION:

INFO :

PRIORITY

TOR 09 MAR 66 1934Z

Rec'd

25X1A

05A1720

IN 92478

25X1A PRIORITY IDEALIST CITE:

25X1A

TO: GEN. LEDFORD, GEN. GEARY & FROM: C.L. JOHNSONOUR INVESTIGATION OF ACCIDENT TO U-2 NO. 342 SHOWS THE FOLLOWING:

1. ACCIDENT OCCURRED DUE TO LOSS OF LEFT WING IN ROLLING PULL-UP
MANEUVER.
2. AIRCRAFT LOADING AND FUEL DISTRIBUTION WERE WITHIN PROPER LIMITS
AND CENTER OF GRAVITY POSITION WAS AT, BUT NOT BEHIND, AFT LIMIT.
3. WING FAILED AT FINGER PLATE ATTACHMENT TO FUSELAGE RINGS
EXACTLY AS ORIGINAL WING DID IN OUR STATIC TESTS.
4. NO EVIDENCE OF FATIGUE OR CORROSION PRESENT IN ANY OF STRUCTURE
EXAMINED.
5. TESTS ON METAL AT FAILED AREA SHOW IT TO BE UP TO SPECIFICATION.
6. I BELIEVE FROM OUR TESTS THAT THE AIRCRAFT WAS SUBJECTED TO
OVER 3.5G LOAD FACTOR. THIS LOAD COMBINED WITH THE LEFT DOWN
AILERON APPLIED, EXCEEDED THE DESIGN STRENGTH OF THE AIRCRAFT.
THE RIGHT WING WITH AN UPWARD AILERON DEFLECTION WAS NOT
BADLY DAMAGED AND SHOULD BE SALVAGED.

GROUP 1

25X1A

[REDACTED] (IN 92478)

S E C R E T

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7. I KNOW OF NO CHANGES REQUIRED IN OUR FLIGHT MANUAL OR THE AIRCRAFT AS A RESULT OF THIS ACCIDENT, BUT RECOMMEND REMINDING PILOTS OF THE FACT THAT THIS AIRCRAFT IS BASICALLY A 2.5G DESIGN.

8. WE ARE SENDING A TEAM AND EQUIPMENT AS PREVIOUSLY PLANNED TO INSPECT SEVERAL AIRCRAFT IN SERVICE FOR FATIGUE AND OR CRACKS. I DO NOT RECOMMEND DOING THIS ON A FLEET WIDE BASIS UNLESS WE FIND SOMETHING ON AIRCRAFT BEING SURVEYED.

9. IN VIEW OF ABOVE, I RECOMMEND WE UNGROUND THE AIRCRAFT.

END OF MESSAGE

S E C R E T